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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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# INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 December 1950

SUBJECT Ship Repair Yard of Wismar

NO. OF PAGES 3

25X1

NO. OF ENCLS. 5 Annexes  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

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1. Army General Chuikov inspected the Wismar ship repair yard on 25 January 1950. He was chiefly interested in the expansion work at the yard. After the inspection, the general stated that the first stage of the construction program had to be finished by June 1950 at the latest, as in June and July repair work on larger ships had to begin.
2. At a meeting in the yard in February 1950, the management of the yard stressed the fact that General Chuikov had also ordered that work begin in the new part of the yard by 1 July 1950, so as to be able to start work on the large ships Pobeda (1) and Mozhaisky. (1) For this purpose the dredging operations and the extension of the quayside must be finished by 1 July 1950, apart from the expansion work proper. For carrying out these dredging operations seven dredges and four suction dredges will be employed for widening the channel from Timendorf/Poel to the harbor entrance and making it 8.5 meters deep.
3. In a letter of 13 February 1950, submitted to Fleischmann, (fmu), head of the SCC, the management of the yard asked that the goal fixed for 1950, viz., 17,539,000 eastmarks, be reduced to the output scheduled for 1949, i.e. about 14,000,000 eastmarks. The reasons given by the yard were the following:
  - a. The ships to be repaired arrived behind schedule in the first quarter of 1950.
  - b. Shipyard hands were employed uneconomically in the first quarter of 1950.
  - c. The Kanalstrasse section, the car factory, with its 1,500 skilled workers and highly qualified supervisors will be separated from the yard in mid-1950 and will work independently.
  - d. Machines and other equipment from the Western Zones of Germany did not arrive on schedule.
4. On 29 January 1950, Drobuzhev, (fmu), head of the Group for the Recon-struction of Ocean-going Shipping in Germany, reported to the shipyard that because of weather conditions certain ships would not arrive as scheduled. Presumably the difficulty arose from the fact that the Gulf of Finland was frozen over. As a consequence of the non-arrival of these ships, the shipyard was told

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that repair work on the ships lying in the yard had to be expedited to enable these ships to leave the yard earlier than originally planned. Work on the following ships was accordingly to be speeded up: Iyuban (2), Ilia Repin (3), Frimorye (4), Tovarishch (5), and Derbent (6).

5. To compensate for the ships which had not yet arrived, the following additional vessels were assigned to the yard for repair in January and February 1950.
    - a. The steamer Unshya, which, after undergoing repairs two weeks, left the yard in the second week of February 1950.
    - b. The steamer Ellets, which left the yard on 20 February 1950 after undergoing repairs for two weeks.
    - c. The steamer Jose Diaz, which at the end of February/<sup>was</sup> still undergoing small repairs in the yard.
    - d. The steamers Kymov and Matros Zhelesniak, which had been undergoing medium repair work in the yard for the entire month of February. (7) and (8).
  6. The Soviets' acceptance committee indicated in February 1950 that essential simplifications would be introduced in the construction of trawlers in 1950. According to the committee, these changes were chiefly to affect the machinery. On the other hand, German shipyard engineers asserted that alterations would not only take place in the engine plants but also in the hulls of the vessels. The engineers also declared that the trawlers would be equipped not only with motor boats but presumably also with motorboats. Alterations in the construction of the vessels are said to take place from trawler No 130. (9).
  7. Increased control of the Wismar yard and stricter secrecy have been instituted. Effective immediately, plans or organization schemes will not be distributed within the premises of the yard any longer. According to orders issued shortly before the end of February, all persons employed in the yard were to receive new identification cards indicating the ship the holder was allowed to enter. All people employed in the yard were again told to observe strict secrecy.
  8.  a list of categories of workers in the yard as of 20 January 1950; a list of the mechanical equipment of the yard as of 30 December 1949; and a survey of the yard's power supply. (10).
- Comments.
- (1) For additional information on the Pobeda  Annexes 8 through 12. S.S. Rozhaisky is not in Lloyd's Register.  she is a ship of 18,000 GRT. Formerly a passenger steamer, she is now used as a training ship but is to be reconverted to a passenger ship in the Wismar yard.
  - (2) S.S. Iyuban, formerly Antares, 1,331 GRT, was built in 1933 by Soclvesborg Varvs & Rederi A/B Soclvesborg. After undergoing general overhaul in the yard in Wismar, the ship will be docked in Rostock from 10 February to 1 March 1950. The following work will be done on the ship in Rostock:
    - a. The underwater parts are to be freed of mussels and vegetation.
    - b. The double-bottom tanks as well as the forepeak and afterpeak are to be freed of cement.
    - c. Test drillings are to be carried out on the underwater part of ship, in the area of the load water line (boot topping, in the double bottom in the bunkers and the boiler and engine rooms. All damage so incurred is to be repaired.

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- (3) Since the S.S. Ilia Repin arrived on 16 January 1950 instead of December 1949 as scheduled and since more repairs were necessary than expected, the shipyard applied for an extension of the date of completion from 15 June 1950 to 15 September 1950.
- (4) A Primorye, which served as a supply ship for the Soviet Navy, is registered in the commercial register as a merchant vessel, with Vladivostok as port of registry. However, the Primorye discussed in the present report is a new vessel and hence is another ship.
- (5) According to an unconfirmed report, the Tovarishch is the former Gorch Fock which left Wismar 15 March 1950. It could not be stated whether she put out only for a trial run or whether the vessel left the harbor permanently.
- (6) The tanker Barbent is a new vessel recently completed.
- (7) The Unzhya is a merchant vessel of 1,432 GRT, built in 1922 in the Schichau Yard, Elbing. The merchant ship Ellets, 1,174 GRT, was built in 1924 in the Neptun Yard, Rostock. The merchant ship Jose Diaz, formerly the Geier, 1,199 GRT, was built in 1921 in the Hobiskrug Shipyard, Rendsburg. The merchant ship Krymov, formerly the Ida Blumenthal, of 1,549 GRT, was built in 1921 in the shipyard of the Luebecker Maschinenbau Gesellschaft in Luebeck. The merchant ship Latros Zhelesniak of 1,394 GRT was built in Sweden in 1920.
- (8) See Annex 1 for information concerning the 1950 repair plan of the Wismar shipyard, as originally conceived. Annex 2 contains the repair plan for the first quarter of 1950, revised to make allowance for the fact that certain ships would not arrive as scheduled. The following information is available on ships mentioned in these annexes. The merchant ship Vega is a new ship, as is the Vytshogda. No information is available on a Kooperatya, but a Kooperatsia of 3767 GRT was built in Leningrad in 1929. No data are available on the S.S. Kaliningrad. She is presumably war booty of the Soviets. The factory and mother ship Medvezhi formerly the Apia, is a vessel of about 3,000 GRT. She was built prior to the war in Finland for the Soviets. Designed for trading on the White Sea canal, this vessel was used during the war as a torpedo depot lighter by the German Navy. The Beluga is a 417 ton ship, built in the Howaldt Yard (Howaldtswerke), Kiel. Her home port is Murmansk.
- (9) [redacted] for a previous report on trawler construction in Wismar. During the trial runs of the trawlers [redacted] damage occurred which had not been repaired by late January 1950. The Soviet navigation party which was to take [redacted] to Koenigsberg (Kaliningrad) had arrived in Wismar.
- (10) See Annexes 3 through 5.

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- 5 Annexes:
- (1) 1950 repair plan of the Wismar ship repair yard.
  - (2) Scheme of the repair work to ships of the NMF in the ship-repair yard Wismar during the first quarter of 1950.
  - (3) Categories of Workers in the Ship-Repair Yard Wismar.
  - (4) List of Machine Tools of the Ship-Repair Yard Wismar as per Inventory of December 30, 1949.
  - (5) Survey of Power Supply of the Ship-Repair Yard Wismar.

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